



Appendix 1

Planning Guidelines for Major Roadways

Countywide

I. Introduction

The purpose of this appendix is to provide County staff, the development community and the general public with a guide for the planning, design, and coordination of improvements to the major roadways within Loudoun County. The County understands that in order for the actual roadway improvement or construction to be accepted into the state system, VDOT must approve the roadway design; therefore, VDOT standards must be utilized in conjunction with these guidelines. If any differences occur between this document and the adopted transportation maps, the maps govern.

For each roadway or roadway segment, there may be up to three phasing conditions: existing, interim, and ultimate. Roadway segments are listed in numerical order by VDOT route number. Where no VDOT route number has been assigned, roadway segments are listed alphabetically. The conditions are not linked to a specific implementation schedule or time horizon (i.e., 10, 20, or more years). The following components are outlined in each condition for each roadway segment:

1. The **SEGMENT** represents the location and end points for the route or portion of the route in question (i.e., for Route 7—Fairfax County Line west to the Algonkian Parkway/Atlantic Boulevard interchange). The segment remains the same for each condition, unless specified otherwise.
2. The **POLICY AREA** identifies the distinct geographic policy areas, as defined in the Revised General Plan, in which the segment of the route in question is located. In the Suburban Policy Area, the specific community or communities (i.e., Ashburn, Dulles, Potomac and Sterling) are also noted. A route may traverse more than one policy area. Incorporated towns through which a road segment passes are also noted. Each policy area has a preferred development pattern that is distinct and that will determine the location of public infrastructure and facilities. Chapter 2 of the CTP details the road policies that apply to each policy area.
3. The **FUNCTIONAL CLASSIFICATION** of each roadway segment ranges from local/secondary to principal arterial. The functional classification for the existing roadways is consistent with the current VDOT classification system. The classification for the planned roadways expands upon the VDOT classification system. The range and definitions of the functional classifications are provided in the Glossary within this document.
4. The total **NUMBER OF LANES** and **RIGHT-OF-WAY (ROW)** are identified for each roadway segment (e.g., four lanes/120 foot ROW). Additional ROW may be required for interchanges, turn lanes, and/or bicycle and pedestrian facilities.
5. A **DESCRIPTION** of the roadway segment includes the typical cross-section (undivided vs. divided and curb vs. shoulder and ditch), design speed, and for future conditions, other additional improvements (i.e., turn lanes and interchanges).
6. **BICYCLE/PEDESTRIAN FACILITIES** planning guidelines are provided in Appendix 6.



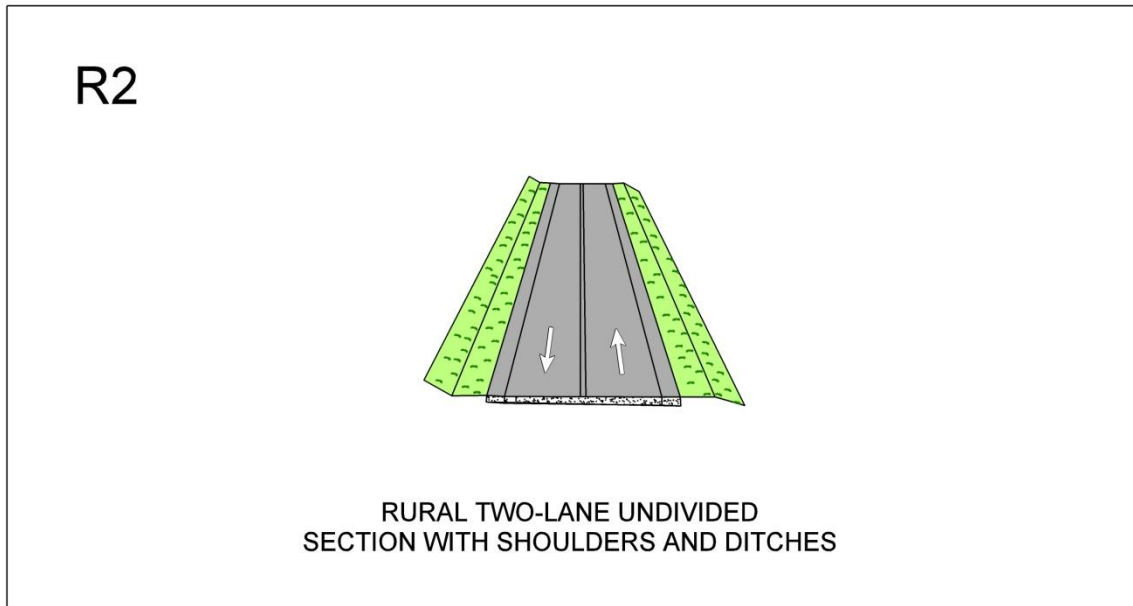
The ultimate condition for each roadway or roadway segment stated in this document is foreseen by the County as the final condition. Also, the ultimate condition may include roadway link improvements, such as increasing the number of lanes, and intersection improvements, such as turn lanes and/or interchanges. These improvements may or may not occur at the same time. For new road construction on new alignments, construction of the four outside lanes in the interim condition will be required in the design of ultimate U6M and U8M roads. The planning guidelines are not intended to propose roadway improvements within the incorporated towns beyond those identified in the town plans.

II. Road Type Descriptions, Typical Sections and Planning Guidelines

ROAD TYPE DESCRIPTIONS

R2	Rural two-lane undivided section with shoulder and ditch
U2	Urban two-lane undivided section with curb and gutter
U3	Urban three-lane undivided section with curb and gutter (limited use)
R4	Rural four-lane undivided section with shoulder and ditch
U4	Urban four-lane undivided section with curb and gutter
R4M	Rural four-lane median divided section with shoulder and ditch
U4M	Urban four-lane median divided section with curb and gutter
R6M	Rural six-lane median divided section with shoulder and ditch
U6M/F	Urban six-lane median divided section with curb and gutter/Urban six-lane freeway
U8M/F	Urban eight-lane median divided section with curb and gutter/Urban eight-lane freeway
U10M/F	Urban ten-lane median divided section with curb and gutter/Urban ten-lane freeway
ROW	Right-of-Way

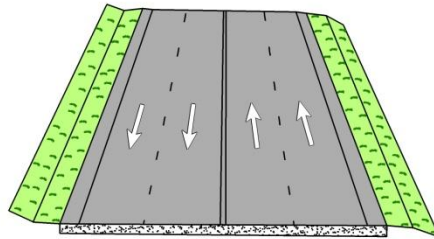
TYPICAL CROSS-SECTIONS



Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.



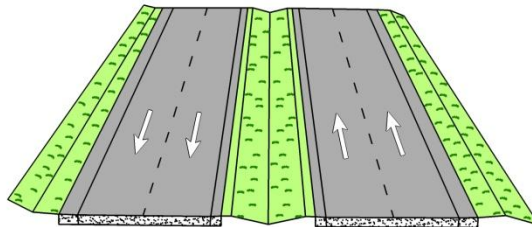
R4



RURAL FOUR-LANE UNDIVIDED
SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

R4M

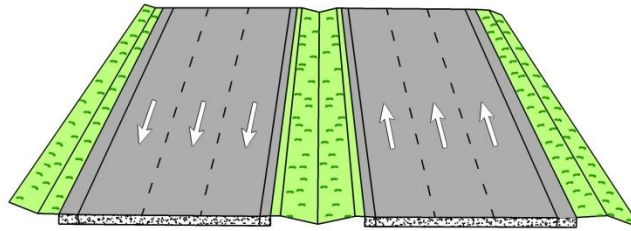


RURAL FOUR-LANE MEDIAN DIVIDED
SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.



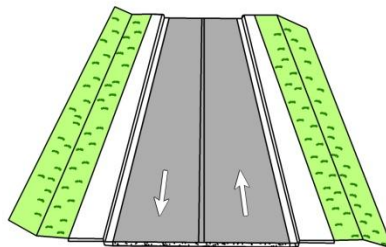
R6M



RURAL SIX-LANE MEDIAN DIVIDED
SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

U2

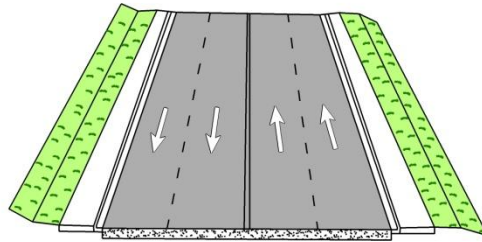


URBAN TWO-LANE UNDIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.



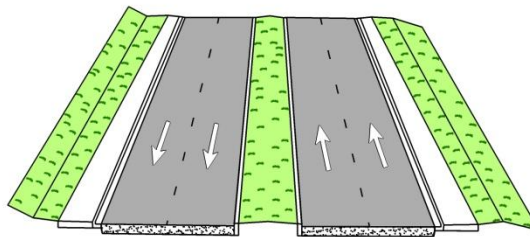
U4



URBAN FOUR-LANE UNDIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

U4M

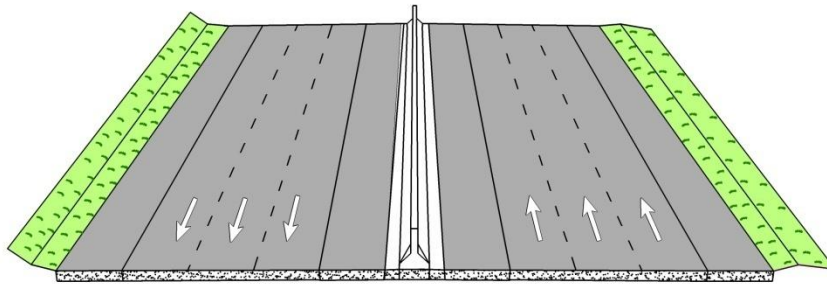


URBAN FOUR-LANE MEDIAN DIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.



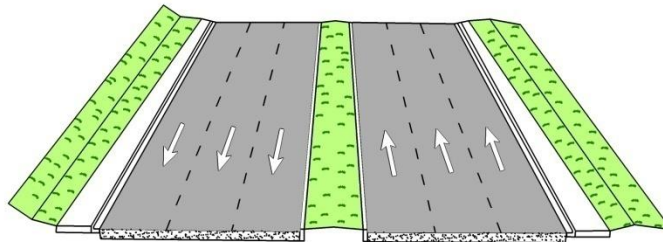
U6F



URBAN FREEWAY SIX-LANE CONCRETE BARRIER
DIVIDED SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

U6M

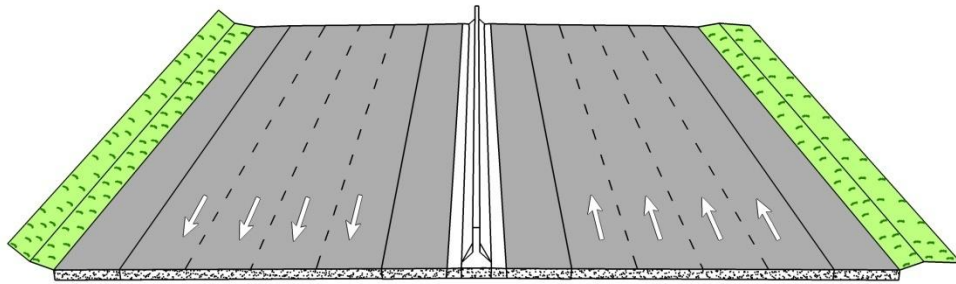


URBAN SIX-LANE MEDIAN DIVIDED
SECTION WITH CURB AND GUTTER

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.



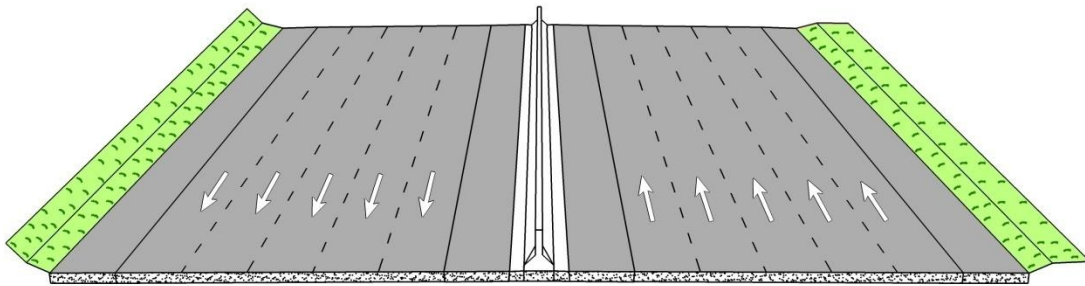
U8F



URBAN FREEWAY EIGHT-LANE CONCRETE BARRIER
DIVIDED SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.

U10F



URBAN FREEWAY TEN-LANE CONCRETE BARRIER
DIVIDED SECTION WITH SHOULDERS AND DITCHES

Note: Provisions for bicycle and pedestrian accommodations will vary depending on the type of facility and location; refer to Appendix 6 for planning guidelines for bicycle and pedestrian facilities.



Primary Roads

1. VA Route 7 - Harry Byrd Highway

Segment	Fairfax County Line west to VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard) interchange
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Policy Area	Suburban (Potomac, Sterling)
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Existing Condition

Functional Class	Principal Arterial
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Lanes/Right of Way	6/Varies
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Description	U6M. Local access median divided urban arterial. Grade-separated interchanges at VA Route 1794 (Cascades Parkway) and VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard). Individual site access occurs along segment. Design speed varies.
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Ultimate Condition

Functional Class	Principal Arterial
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Lanes/Right of Way	6/ROW subject to OTS Review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 1794 (Cascades Parkway) and VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard). Individual site access will be terminated. Median crossovers will not increase from Existing Condition. Left and right turn lanes required at all intersections. Design speed determined by VDOT and OTS.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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2. VA Route 7 - Harry Byrd Highway / East Market Street

Segment	VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard) interchange west to VA Route 7/US Route 15 (Leesburg Bypass) interchange
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Policy Areas	Suburban (Potomac, Sterling, Ashburn), Leesburg JLMA, Town of Leesburg
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Existing Condition

Functional Class	Principal Arterial
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Lanes/Right of Way	6/Varies
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Description	U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 1582 (Algonkian Parkway)/VA Route 1902 (Atlantic Boulevard), VA Route 28 (Sully Road), VA Route 607 (Loudoun County Parkway), VA Route 901 (Claiborne Parkway)/VA Route 2400 (Lansdowne Boulevard), VA Route 653
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Relocated (Crosstrail Boulevard)/VA Route 773 (River Creek Parkway), and VA Route 7/US Route 15 (Leesburg Bypass). Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	8/200 feet – Additional ROW may be needed for interchange(s)
Description	U8M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing Condition at VA Route 2020 (Ashburn Village Boulevard/Janelia Farm Boulevard), VA Route 659 (Belmont Ridge Road) and Battlefield Parkway. All at-grade access is terminated. Study of alternative uses (e.g., HOV, bus lanes) to be considered for segment between VA Route 28 (Sully Road) and VA Route 7/US Route 15 (Leesburg Bypass) when facility is expanded to Ultimate Condition. Design speed determined by VDOT, Town of Leesburg and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

3. VA Route 7 - Harry Byrd Highway

Segment	VA Route 7 Business (West Market Street) interchange west to VA Route 9 (Charles Town Pike) interchange
Policy Areas	Town of Leesburg, Rural

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Controlled access median divided rural arterial. Grade-separated interchanges at VA Route 7 Business (West Market Street) and VA Route 9 (Charles Town Pike). Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	8/200 feet – Additional ROW may be required for interchange(s)
Description	R8M. Limited access median divided rural arterial. Additional grade-separated interchange beyond Existing Condition at White Gate Place. All at-grade access is terminated. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

4. VA Route 7 Bypass - Harry Byrd Highway

Segment	VA Route 9 (Charles Town Pike) interchange west to VA Route 7 Business (West Loudoun Street) intersection (west of Round Hill)
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Policy Areas	Rural, Purcellville JLMA, Town of Purcellville, Round Hill JLMA, Town of Round Hill
Existing Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Limited access median divided rural arterial. Grade-separated interchanges at VA Route 9 (Charles Town Pike), VA Route 704 (Hamilton Station Road), VA Route 287 (Berlin Turnpike), and VA Route 7 Business (East Loudoun Street) (east of Round Hill). Design speed varies.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet – Additional ROW may be needed for interchange(s)
Description	R6M. Limited access median divided rural arterial. Additional grade-separated interchanges beyond Existing Condition at VA Route 690 (Hillsboro Road) and west of Round Hill at VA Route 7 Business (West Loudoun Street)/VA Route 1320 (Evening Star Drive). Location of the VA Route 690 interchange to be determined by further study and in consultation with the Town of Purcellville and VDOT. Location of the western Round Hill interchange and six-lane transition to be determined by further study and in consultation with the Town of Round Hill and VDOT. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

5. VA Route 7 - Harry Byrd Highway

Segment	VA Route 7 Business (West Loudoun Street) intersection (west of Round Hill) west to Clarke County Line
Policy Areas	Round Hill JLMA, Rural
Existing Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Controlled access median divided rural arterial. Design speed varies.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet – Additional ROW may be needed interchange(s), turn lanes and bicycle/pedestrian facilities



Description	R4M. Controlled access median divided rural arterial. Grade-separated interchange west of Round Hill at VA Route 7 Business (West Loudoun Street)/VA Route 1320 (Evening Star Drive). Location of the western Round Hill interchange to be determined by further study and in consultation with the Town of Round Hill and VDOT. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

6. VA Route 7 Business - East Colonial Highway (Clarkes Gap to Hamilton)

Segment	VA Route 9 (Charles Town Pike) at VA Route 7 Bypass west to VA Route 704 (Hamilton Station Road)
Policy Areas	Rural, Hamilton JLMA
Existing/Ultimate Condition	
Functional Class	Major Collector/Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. In Rural Policy Area, left and right turn lanes provided where required for safety. In JLMA, left and right turn lanes recommended at major intersections. Design speed varies. Any improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

7. VA Route 7 Business - East Colonial Highway / West Colonial Highway / East Main Street / West Main Street (Hamilton to Purcellville)

Segment	VA Route 704 (Hamilton Station Road) west to VA Route 690 (32nd Street South/Silcott Springs Road)
Policy Areas	Hamilton JMLA, Town of Hamilton, Purcellville JLMA, Town of Purcellville
Existing/Ultimate Condition	
Functional Class	Major Collector/Virginia Byway east of VA Route 287 (Berlin Turnpike)
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width within Town of Hamilton and Town of Purcellville determined by respective Town.
Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. Design speed varies. Any



improvements along the portion of this segment designated as a Virginia Byway will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Hamilton and Town of Purcellville subject to Town review.

8. VA Route 7 Business - West Main Street / East Loudoun Street (Purcellville to Round Hill)

Segment VA Route 690 (32nd Street South/Silcott Springs Road) west to VA Route 7 Bypass interchange (east of Round Hill)

Policy Areas Town of Purcellville, Rural, Round Hill JLMA

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies – Additional ROW may be needed for turn lanes. Ultimate ROW width within Town of Purcellville determined by Town.

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass (east of Round Hill). In Town and JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes where required for safety. Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Purcellville subject to Town review.

9. VA Route 7 Business - East Loudoun Street / West Loudoun Street (Round Hill)

Segment VA Route 7 Bypass interchange (east of Round Hill) west to VA Route 7 Bypass intersection (west of Round Hill)

Policy Area Town of Round Hill, Round Hill JLMA

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description U2. Local access undivided urban collector. Grade-separated interchange at VA Route 7 Bypass (east of Round Hill). Design speed varies.

Ultimate Condition

Functional Class Major Collector



Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities. ROW width within Town of Round Hill determined by Town.
Description	U2. Local access undivided urban collector. Additional grade-separated interchange beyond Existing Condition at VA Route 7 Bypass/Evening Star Drive (west of Round Hill). Location of the western Round Hill interchange to be determined by further study and in consultation with the Town of Round Hill. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT, Town of Round Hill and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Round Hill subject to Town review.

10. VA Route 7 - Leesburg Bypass

Segment	VA Route 267 (Dulles Greenway) interchange west and north to VA Route 7 Business (West Market Street) interchange
Policy Area	Town of Leesburg

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Limited access median divided rural arterial. Grade-separated interchanges at VA Route 267 (Dulles Greenway), US Route 15 (South King Street), and VA Route 7 Business (West Market Street). Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet
Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Greenway), US Route 15 (South King Street), and VA Route 7 Business (West Market Street). Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

11. VA Route 9 - Charles Town Pike

Segment	West Virginia State Line east to VA Route 7 Bypass
Policy Areas	Rural, Town of Hillsboro



Existing Condition

Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural arterial. Grade-separated interchange at VA Route 7 Bypass. Design speed varies.

Ultimate Condition

Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes. ROW width within Town of Hillsboro determined by Town.
Description	R2. Local access undivided rural arterial. Grade-separated interchange at VA Route 7 Bypass. Left and right turn lanes provided where required for safety. Design speed determined by VDOT, Town of Hillsboro and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Hillsboro subject to Town review.

12. VA Route 7/US Route 15 - Leesburg Bypass

Segment	VA Route 7 (East Market Street) interchange south and west to VA Route 267 (Dulles Greenway) interchange
Policy Area	Town of Leesburg

Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet
Description	R4M. Controlled access median divided rural arterial. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Left and right turn lanes at VA Route 643 (Sycolin Road) intersection. Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet
Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Sycolin Road (VA Route 643) to cross over the bypass; existing intersection/at-grade access to/from Sycolin Road (VA Route 643) terminated. Design speed determined by VDOT and Town of Leesburg.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.
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13. US Route 15 - Leesburg Bypass

Segment	VA Route 7 (East Market Street) interchange north to Battlefield Parkway
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Policy Area	Town of Leesburg
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Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet – Additional ROW may be needed for turn lanes
Description	R4M. Controlled access median divided rural arterial. Grade-separated interchange at VA Route 7 (East Market Street). Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	4/200 feet – Additional ROW may be required for interchange(s)
Description	U4M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing Condition at Edwards Ferry Road and Battlefield Parkway. All existing at-grade access terminated. Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

14. US Route 15 - Leesburg Bypass

Segment	Battlefield Parkway north to US Route 15 Business (North King Street)
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Policy Areas	Town of Leesburg, Rural
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Existing Condition

Functional Class	Principal Arterial
Lanes/Right of Way	2-4/200 feet
Description	R2/R4M. Controlled access undivided and divided rural arterial. Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial
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Lanes/Right of Way	4/200 feet – Additional ROW may be needed for interchange(s)
Description	U4M. Limited access median divided urban arterial. Grade-separated interchange at Battlefield Parkway. Grade-separated and/or rotary options to be explored at US Route 15 Business (North King Street) by later study. All other at-grade access terminated. Design speed determined by VDOT, Town of Leesburg and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Leesburg subject to Town review.

15. US Route 15 - James Monroe Highway

Segment	Prince William County Line north to VA Route 704 (Harmony Church Road)
Policy Area	Rural
Existing/Ultimate Condition	
Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Roundabouts at the US Route 15/50 Connector (Howzers Branch Drive) and at US Route 50 (John Mosby Highway). Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

16. US Route 15 – James Monroe Highway / South King Street

Segment	VA Route 704 (Harmony Church Road) north to VA Route 7/US Route 15 (Leesburg Bypass)
Policy Areas	Rural, Town of Leesburg
Existing Condition	
Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2/U2/U4M. Local access undivided and median divided rural and urban arterial; four-lane divided (U4M) section north of VA Route 621 (Evergreen Mills Road). Grade-separated interchange at VA Route 7/US Route 15 (Leesburg Bypass). Design speed varies.



Ultimate Condition

Functional Class	Minor Arterial/Virginia Byway
Lanes/Right of Way	4/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 7/US Route 15 (Leesburg Bypass). Left and right turn lanes required at all intersections. Design speed determined by VDOT, OTS and Town of Leesburg. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Leesburg subject to Town review.

17. US Route 15 - James Monroe Highway

Segment	US Route 15 Business (North King Street) north to Maryland State Line
Policy Area	Rural

Existing Condition

Functional Class	Principal Arterial/Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural arterial. Design speed varies.

Ultimate Condition

Functional Class	Principal Arterial/Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Grade-separated and/or rotary options to be explored at US Route 15 Business (North King Street) by later study. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

18. VA Route 28 - Sully Road (Darrell Green Boulevard)

Segment	Fairfax County line north to VA Route 606 (Old Ox Road)
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Policy Area	Suburban (Dulles, Sterling)
Existing Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/180 feet
Description	U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Toll/Access Road) and VA Route 606 (Old Ox Road). Partial movement interchange to/from VA Route 28 northbound at VA Route 209 (Innovation Avenue). Design speed varies.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	10/200 feet – Additional ROW may be needed for interchange(s)
Description	U10M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Toll/Access Road) and VA Route 606 (Old Ox Road). Completion of full movement grade-separated interchange to/from VA Route 28 southbound at VA Route 209 (Innovation Avenue). Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

19. VA Route 28 - Sully Road (Darrell Green Boulevard)

Segment	VA Route 606 (Old Ox Road) north to VA Route 7 (Harry Byrd Highway)
Policy Area	Suburban (Sterling)
Existing/Interim Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/180 feet
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 606 (Old Ox Road), VA Route 846 (Sterling Boulevard), VA Route 625 (Waxpool Road/Church Road), VA Route 1793 (Nokes Boulevard) and VA Route 7 (Harry Byrd Highway). Design speed varies.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	8/200 feet – Additional ROW may be needed for interchange(s)
Description	U8M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 606 (Old Ox Road), VA Route 846 (Sterling



Boulevard), VA Route 625 (Waxpool Road/Church Road), VA Route 1793 (Nokes Boulevard) and VA Route 7 (Harry Byrd Highway). All at-grade access is terminated. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OTS.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

20. US Route 50 - John Mosby Highway

Segment Fairfax County Line west to VA Route 659 Relocated (Northstar Boulevard)

Policy Area Suburban (Dulles)

Existing Condition

Functional Class Minor Arterial

Lanes/Right of Way 4-6/Varies

Description R4M/R6M. Controlled access and local access median divided rural arterial. Currently six-lane (R6M) section between VA Route 742 (Poland Road) and VA Route 606 (Loudoun County Parkway). Individual site access occurs along entire segment. Median crossover spacing varies. Design speed varies.

Interim Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/200 feet – Additional ROW may be needed for turn lanes

Description U6M. Controlled access median divided urban arterial. Individual site access will be terminated. Left and right turn lanes required at all intersections. Design speed determined by VDOT and OTS.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/200 feet – Additional ROW may be needed for interchange(s)

Description U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 2200 (Tall Cedars Parkway), VA Route 2201 (South Riding Boulevard), VA Route 606 (Loudoun County Parkway), VA Route 606 Extended (Arcola Boulevard/West Spine Road), and VA Route 659 Relocated (Northstar Boulevard). Grade-separated options to be explored at VA Route 609 (Pleasant Valley Road). All at-grade access is terminated. Functionality of planned interchanges within the segment of the planned limited access corridor between VA Route 606 (Loudoun County Parkway) and VA Route 659 Relocated (Northstar Boulevard) to be reviewed by a later study. Design speed determined by VDOT and OTS.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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21. US Route 50 - John Mosby Highway

Segment	VA Route 659 Relocated (Northstar Boulevard) west to Lenah Loop Road
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Policy Area	Transition
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Existing Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	2-4/Varies
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Description	R2/R4M. Controlled access and local access median divided and undivided rural arterial. Individual site access occurs along two-lane (R2) section. Median crossover spacing varies on four-lane (R4M) section. Design speed varies.
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Ultimate Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	4/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	R4M. Controlled access median divided rural arterial. Grade-separated interchange at VA Route 659 Relocated (Northstar Boulevard). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Design speed determined by VDOT and OTS.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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22. US Route 50 - John Mosby Highway

Segment	Lenah Loop Road west to Village of Aldie
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Policy Areas	Transition, Rural
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Existing Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	2/Varies
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Description	R2. Local access undivided rural arterial. Roundabouts at VA Route 860 (Watson Road), the US Route 15/50 Connector (Howzers Branch Drive), and US Route 15 (James Monroe Highway). Design speed varies.
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Ultimate Condition

Functional Class	Minor Arterial/Proposed Virginia Byway
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Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Roundabouts at VA Route 860 (Watson Road), the US Route 15/50 Connector (Howzers Branch Drive), and US Route 15 (James Monroe Highway). In Transition Policy Area, left and right turn lanes required at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

23. US Route 50 - John Mosby Highway

Segment	Village of Aldie west to Middleburg Town Limits
Policy Area	Rural
Existing Condition	
Functional Class	Minor Arterial/Proposed Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural arterial. Design speed varies.
Ultimate Condition	
Functional Class	Minor Arterial/Proposed Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

24. US Route 50 – Washington Street (Middleburg)

Segment	Existing alignment in Town of Middleburg
Policy Area	Town of Middleburg



Existing/Ultimate Condition

Functional Class	Minor Arterial/Proposed Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width determined by Town of Middleburg.
Description	R2. Local access undivided rural arterial. Traffic calming measures implemented in accordance with the US Route 50 Traffic Calming Project. Left and right turn lanes recommended at major intersections. Design speed varies. Any improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Middleburg review.

25. VA Route 209 - Innovation Avenue

Segment	VA Route 28 (Sully Road) east to Fairfax County line
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	4/Varies
Description	U4M. Controlled access median divided urban collector. Partial movement interchange to/from northbound VA Route 28 (Sully Road). 40 mph design speed.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Completion of full movement grade-separated interchange to/from southbound VA Route 28 (Sully Road). Connection to VA Route 605 (Rock Hill Road) in Fairfax County. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

26. VA Route 267 - Dulles Greenway

Segment	VA Route 267 (Dulles Airport Access/Toll Road) northwest to VA Route 7/US Route 15 (Leesburg Bypass)
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Policy Areas	Suburban (Sterling, Dulles, Ashburn), Transition, Rural, Leesburg JLMA, Town of Leesburg
Existing Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/250 feet
Description	R6M. Limited access median divided rural arterial. Toll road. Grade-separated interchanges at VA Route 28 (Sully Road), VA Route 606 (Old Ox Road), VA Route 1950 (Loudoun County Parkway), VA Route 772 (Ashburn Village Boulevard/Mooreview Parkway), VA Route 901 (Claiborne Parkway), VA Route 659 (Belmont Ridge Road), VA Route 653 (Shreve Mill Road/Crosstrail Boulevard), Battlefield Parkway, and VA Route 7/US Route 15 (Leesburg Bypass). 60 mph or greater design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	8/250 feet – Additional ROW may be needed for interchange(s)
Description	R8M. Limited access median divided rural arterial. Toll road. Additional grade-separated interchange beyond Existing Condition at westernmost VA Route 643 (Sycolin Road) crossing. 60 mph or greater design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

27. VA Route 267 - Dulles Airport Access Road

Segment	Fairfax County line west to Washington Dulles International Airport
Policy Area	Suburban (Dulles)
Existing/Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/Varies
Description	R6M. Limited access median divided rural arterial. Grade-separated interchange at VA Route 28 (Sully Road). 60 mph or greater design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

28. VA Route 287 - Berlin Turnpike

Segment	VA Route 7 Business (East Main Street) (opposite Purcellville South Collector Road) north to Purcellville VA Route 7 North Collector Road
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Policy Areas	Town of Purcellville, Purcellville JLMA
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Purcellville determined by Town.
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 Bypass. Left and right turn lanes required at all intersections. Design speed determined by VDOT, Town of Purcellville and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within the Town of Purcellville subject to Town review.

29. VA Route 287 - Berlin Turnpike

Segment	Purcellville VA Route 7 North Collector Road north to Lovettsville Town Limits
Policy Areas	Purcellville JLMA, Rural
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. In JLMA, left and right turn lanes required at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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30. VA Route 287 - Berlin Pike (Lovettsville)

Segment	Existing alignment in Town of Lovettsville
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Policy Area	Town of Lovettsville
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Existing Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/Varies
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Description	R2. Local access undivided rural collector. Design speed varies.
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/ROW determined by Town of Lovettsville – Additional ROW may be needed for turn lanes
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Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT and Town of Lovettsville.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Lovettsville review.
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31. VA Route 287 - Berlin Turnpike

Segment	Lovettsville Town Limits north to MD Route 17 at Maryland State Line
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Policy Area	Rural
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Existing Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/Varies
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Description	R2. Local access undivided rural collector. Design speed varies.
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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32. US Route 340 - Jefferson Pike

Segment	Maryland State Line west to West Virginia State Line
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Policy Area	Rural
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Existing/Ultimate Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes
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Description	R2. Local access undivided rural arterial. Left and right turn lanes provided where required for safety. Design speed varies.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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Secondary Roads

33. US Route 15/50 Connector - Howsers Branch Drive

Segment	US Route 15 (James Monroe Highway) north and east to US Route 50 (John Mosby Highway)
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Policy Area	Rural
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Existing/Ultimate Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	2/50 feet
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Description	R2. Connection between US Route 15 south of Gilberts Corner and US Route 50 east of Gilberts Corner as part of the US Route 50 Traffic Calming Project. Roundabouts at US Route 15 (James Monroe Highway) and US Route 50 (John Mosby Highway). 30 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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34. VA Route 604 - Sugarland Road

Segment	Fairfax County Line west to VA Route 625 (Church Road)
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Policy Area	Suburban (Sterling)
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Existing/Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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35. VA Route 605 - Rock Hill Road

Segment	VA Route 606 (Old Ox Road) south to Fairfax County Line
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Policy Area	Suburban (Sterling)
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Existing Condition

Functional Class	Minor Collector
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Lanes/Right of Way	2/Varies
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Description	R2. Local access undivided rural collector. Design speed varies.
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Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Controlled access undivided urban collector. Connection to Route 209 (Innovation Avenue) in Fairfax County. Left and right turn lanes required at major intersections. Design speed determined by VDOT and OTS. Refer to Note G on the CTP Map for additional information regarding this roadway.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

36. VA Route 606 - Loudoun County Parkway

Segment	VA Route 606 (Old Ox Road) at VA Route 842 (Arcola Road/future Arcola Boulevard) intersection south to US Route 50 (John Mosby Highway), following existing VA Route 606 alignment
Policy Area	Suburban (Dulles)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2-4/varies
Description	R2/U4M. Local access undivided and median divided urban collector road; two-lane (R2) section north of VA Route 621 (Evergreen Mills Road); four-lane divided (U4M) section elsewhere. Design speed varies.

Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes
Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	8/200 feet – Additional ROW may be needed for turn lanes and interchange(s)



Description	U8M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 606 (Old Ox Road) and US Route 50 (John Mosby Highway). Additional grade-separated options to be explored at other existing intersections along segment. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

37. VA Route 606 - Loudoun County Parkway

Segment	US Route 50 (John Mosby Highway) south to VA Route 620 (Braddock Road)
Policy Area	Suburban (Dulles)
Existing/Interim Condition	
Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Principal Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchange at US Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

38. VA Route 606 - Loudoun County Parkway (formerly Tri-County Parkway)

Segment	VA Route 620 (Braddock Road) south to Fairfax County Line
Policy Area	Transition
Interim Condition	
Functional Class	Major Collector



Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided urban collector. Will follow portions of VA Route 613 (Ticonderoga Road) and VA Route 621 (Bull Run Post Office Road) alignments. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R6M. Controlled access median divided urban collector. Will follow portions of VA Route 613 (Ticonderoga Road) and VA Route 621 (Bull Run Post Office Road) alignments. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
39. VA Route 606 - Old Ox Road	
Segment	Fairfax County Line/Herndon Town Limits west to VA Route 28 (Sully Road) interchange
Policy Area	Suburban (Sterling)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Refer to VDOT



Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

40. VA Route 606 - Old Ox Road

Segment VA Route 28 (Sully Road) interchange west to VA Route 267 (Dulles Greenway) interchange

Policy Area Suburban (Sterling)

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 4-6/120 feet

Description U4M/U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 28 (Sully Road) and VA Route 267 (Dulles Greenway). 45 mph design speed.

Interim Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for turn lanes

Description U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 28 (Sully Road) and VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/200 feet – Additional ROW may be needed for interchange(s)

Description U6M. Limited access median divided urban arterial. Grade-separated interchanges at VA Route 28 (Sully Road) and VA Route 267 (Dulles Greenway). Local access, interchange locations and ultimate alignment to be determined by a later study with consideration of adjacent development/stakeholders. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OTS.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



41. VA Route 606 - Old Ox Road

Segment VA Route 267 (Dulles Greenway) interchange south to VA Route 1950 (Loudoun County Parkway)

Policy Area Suburban (Dulles)

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Design speed varies.

Interim Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes

Description U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 6/200 feet – Additional ROW may be needed for interchange(s)

Description U6M. Limited access median divided urban arterial. Additional grade-separated interchanges beyond Existing and Interim Conditions at VA Route 645 Extended (Westwind Drive) and at VA Route 1950 (Loudoun County Parkway). Local access, interchange locations and ultimate alignment to be determined by a later study with consideration of adjacent development/stakeholders. Study of alternative uses (e.g., HOV, bus lanes) to be considered when facility is expanded to Ultimate Condition. Design speed determined by VDOT and OTS.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

42. VA Route 607 - Loudoun County Parkway

Segment VA Route 7 North Collector Road (VA Route 1050 (George Washington Boulevard) (Potential Future Riverside Parkway) south to VA Route 625 (Waxpool Road)

Policy Area Suburban (Ashburn)



Existing Condition

Functional Class	Minor Arterial
Lanes/Right of Way	2-4/120 feet
Description	U2/U4M. Controlled access undivided and median divided urban arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Two-lane (U2) section from VA Route 2150 (Gloucester Parkway) south to just north of the W & OD Trail. Design speed varies.

Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

43. VA Route 607 - Smith Switch Road

Segment	VA Route 640 (Farmwell Road) north and east to VA Route 2150 (Gloucester Parkway)
Policy Area	Suburban (Ashburn)

Existing Condition

Functional Class	Local/Secondary Road
Lanes/Right of Way	2-4/Varies



Description	R2/U2/U4. Local access undivided rural and urban secondary road. Four-lane (U4) section between Route 640 (Farmwell Road) and Hastings Drive. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

44. VA Route 609 - Pleasant Valley Road

Segment	Quarry Road (US Route 50 North Collector Road) south to Fairfax County Line
Policy Area	Suburban (Dulles)
Existing Condition	
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Grade-separated options to be explored at US Route 50 (John Mosby Highway). Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

45. VA Route 611 - St. Louis Road

Segment	US Route 50 (John Mosby Highway) at Fauquier County Line north to VA Route 734 (Snickersville Turnpike)
Policy Area	Rural
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies



Description	R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

46. VA Route 620 - Braddock Road

Segment	Fairfax County Line west to VA Route 659 Relocated (Northstar Boulevard)
Policy Areas	Suburban (Dulles), Transition
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2/U2. Local access undivided rural and urban collector road. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

47. VA Route 620 / VA Route 705 - Braddock Road

Segment	VA Route 659 Relocated (Northstar Boulevard) west to US Route 15 (James Monroe Highway)
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Policy Area	Transition, Rural
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. In Transition Policy Area, left and right turn lanes required at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

48. VA Route 621 - Evergreen Mills Road

Segment	VA Route 606 (Loudoun County Parkway) northwest to Existing VA Route 659 (Belmont Ridge Road)
Policy Area	Suburban (Dulles)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Reclassified as a minor collector when VA Route 621 Relocated (Shreveport Drive) is open to traffic. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

49. VA Route 621 - Evergreen Mills Road

Segment	VA Route 621 Relocated (Shreveport Drive) northwest to Battlefield Parkway
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Policy Areas	Suburban (Dulles), Transition, Rural, Town of Leesburg
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

50. VA Route 621 - Evergreen Mills Road

Segment	Battlefield Parkway north and west to US Route 15 (South King Street)
Policy Area	Town of Leesburg
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

51. VA Route 621 Relocated - Shreveport Drive

Segment	VA Route 621 (Evergreen Mills Road) (just west of VA Route 659 Relocated (Northstar Boulevard)) east to VA Route 1950 (Loudoun County Parkway)
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Policy Area	Suburban (Dulles)
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

52. VA Route 623 - Willisville Road

Segment	US Route 50 (John Mosby Highway) at Fauquier County Line north to VA Route 743 (Millville Road)
Policy Area	Rural
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

53. VA Route 625 / VA Route 1516 - Church Road / Oak Tree Lane

Segment	VA Route 604 (Sugarland Road) west to VA Route 846 (Sterling Boulevard)
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Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

54. VA Route 625 - Church Road

Segment	VA Route 846 (Sterling Boulevard) west to VA Route 637 (Cascades Parkway)
Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

55. VA Route 625 - Church Road

Segment	VA Route 637 (Cascades Parkway) west to VA Route 1902 (Atlantic Boulevard)/VA Route 868 (Davis Drive)
Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



56. VA Route 625 - Church Road

Segment	VA Route 1902 (Atlantic Boulevard)/VA Route 868 (Davis Drive) west to VA Route 28 (Sully Road) interchange
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Policy Area	Suburban (Sterling)
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Existing Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/Varies
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Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Design speed varies.
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 50 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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57. VA Route 625 - Waxpool Road

Segment	VA Route 28 (Sully Road) interchange west to VA Route 1036 (Pacific Boulevard)
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Policy Area	Suburban (Sterling)
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Existing/Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 50 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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58. VA Route 625 / VA Route 640 - Waxpool Road / Farmwell Road

Segment	VA Route 1036 (Pacific Boulevard) west to VA Route 641 (Ashburn Road)
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Policy Area	Suburban (Sterling, Ashburn)
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Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	4-6/Varies
Description	U4M/U6M. Controlled access median divided urban collector. Six-lane divided (U6M) section between VA Route 1036 (Pacific Boulevard) and VA Route 1950 (Loudoun County Parkway); third westbound through lane continues west to VA Route 607/VA Route 640 (Smith Switch Road /Farmwell Road). 50 mph design speed.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

59. VA Route 625 - Waxpool Road

Segment	VA Route 640 (Farmwell Road) west to Faulkner Parkway (Ryan Bypass)
Policy Area	Suburban (Ashburn)

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/R4/U4M. Local access undivided rural and median divided urban collector. Four-lane divided (U4M) section between VA Route 640 (Farmwell Road) and Unbridled Way. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



60. VA Route 625 - Waxpool Road

Segment	Faulkner Parkway (Ryan Bypass) west to just west of bridge over VA Route 267 (Dulles Greenway)
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Policy Area	Suburban (Ashburn)
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Existing Condition

Functional Class	Minor Collector
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Lanes/Right of Way	2-4/Varies
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Description	R2/U4. Local access undivided rural and urban collector. Four-lane (U4) section west of VA Route 641 (Ashburn Road); two-lane (R2) section elsewhere. Design speed varies.
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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61. VA Route 625 - Waxpool Road

Segment	Just west of bridge over VA Route 267 (Dulles Greenway) west to VA Route 901 (Claiborne Parkway)
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Policy Area	Suburban (Ashburn)
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Existing/Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4M. Local access undivided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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62. VA Route 625 / VA Route 2119 - Waxpool Road / Truro Parish Drive

Segment	VA Route 901 (Claiborne Parkway) west to VA Route 659 (Belmont Ridge Road)
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Policy Area	Suburban (Ashburn)
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Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

63. VA Route 634 / VA Route 634 Extended - Moran Road

Segment	VA Route 789 (Lockridge Road) northeast to VA Route 868 (Davis Drive)
Policy Area	Suburban (Sterling)

Existing Condition

Existing Segment	VA Route 789 (Lockridge Road) northeast to just west of VA Route 28 (Sully Road)
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Will follow a new alignment east of future VA Route 1036 (Pacific Boulevard) intersection with a bridge over VA Route 28 (Sully Road) to VA Route 636 (Shaw Road). Will continue east of VA Route 636 (Shaw Road) to VA Route 868 (Davis Drive) following east-west segment of existing VA Route 775 (Cedar Green Road) alignment. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

64. VA Route 636 - Shaw Road

Segment	VA Route 209 (Innovation Avenue) north to VA Route 606 (Old Ox Road)
Policy Area	Suburban (Sterling)



Existing Condition

Existing Segment	Just north of VA Route 209 (Innovation Avenue) north to VA Route 606 (Old Ox Road)
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

65. VA Route 636 - Shaw Road

Segment	VA Route 606 (Old Ox Road) north to approximately 4,500 feet north of VA Route 846 (Sterling Boulevard)
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



66. VA Route 636 - Shaw Road

Segment	VA Route 636 (Shaw Road) (approximately 4,500 feet north of VA Route 846 (Sterling Boulevard)) east to VA Route 868 (Davis Drive)
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Policy Area	Suburban (Sterling)
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Existing Condition

Existing Segment	VA Route 775 (Cedar Green Road) east to VA Route 868 (Davis Drive)
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Functional Class	Local/Secondary Road
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Lanes/Right of Way	2/Varies
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Description	U2. Local access undivided urban secondary road. Design speed varies.
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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67. VA Route 637 - Cascades Parkway

Segment	VA Route 625 (Church Road) north to VA Route 1793 (Nokes Boulevard)/VA Route 637 (Potomac View Road)
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Policy Area	Suburban (Sterling)
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Existing/Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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68. VA Route 637 - Potomac View Road

Segment	VA Route 1794 (Cascades Parkway) at VA Route 1793 (Nokes Boulevard) east and north to just south of Benedict Drive/VA Route 1010 (Connemara Drive)
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Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

69. VA Route 637 - Potomac View Road

Segment	Just south of Benedict Drive/VA Route 1010 (Connemara Drive) north to VA Route 7 (Harry Byrd Highway)
Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4/U4M. Local access undivided and median divided urban collector. U4M section for short segment just south of VA Route 7 (Harry Byrd Highway); four-lane undivided (U4) section elsewhere. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

70. VA Route 637 - Potomac View Road

Segment	VA Route 7 (Harry Byrd Highway) north to VA Route 1582 (Algonkian Parkway)
Policy Area	Suburban (Potomac)
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M/U4M. Controlled access median divided rural and urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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71. VA Route 639 Relocated - Willard Road

Segment	Washington Dulles International Airport property south to US Route 50 (John Mosby Highway) (opposite VA Route 2200 (Tall Cedars Parkway))
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Policy Area	Suburban (Dulles)
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Existing Condition

Functional Class	Local/Secondary Road
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Lanes/Right of Way	2/Varies
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Description	R2. Local access undivided rural secondary road. Design speed varies.
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/90 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at US Route 50 (John Mosby Highway); Willard Road to be relocated east of existing roadway between Quarry Road (US Route 50 North Collector Road) and US Route 50 to align with VA Route 2200 (Tall Cedars Parkway) interchange. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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72. VA Route 641 - Ashburn Road

Segment	VA Route 1061 (Russell Branch Parkway) south to VA Route 647 (Stubble Road), just north of the Village of Ashburn
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Policy Area	Suburban (Ashburn)
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Existing Condition

Functional Class	Minor Collector
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Lanes/Right of Way	3-4/Varies
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Description	U4. Local access undivided urban collector. Only one southbound lane in some segments. Design speed varies.
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

73. VA Route 641 - Ashburn Road

Segment	VA Route 647 (Stubble Road) south through Village of Ashburn to Beaverdam Run bridge
Policy Area	Suburban (Ashburn)

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

74. VA Route 641 - Ashburn Road

Segment	Beaverdam Run bridge south to VA Route 625 (Waxpool Road)
Policy Area	Suburban

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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75. VA Route 642 - Hay Road

Segment	VA Route 659 (Belmont Ridge Road) east to approximately 3,200 feet east of VA Route 901 (Claiborne Parkway)
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Policy Area	Suburban (Ashburn)
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Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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76. VA Route 642 - Hay Road

Segment	Approximately 3,200 feet east of VA Route 901 (Claiborne Parkway) east to VA Route 641 (Ashburn Road)
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Policy Area	Suburban (Ashburn)
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Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description	U2. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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77. VA Route 643 - Shellhorn Road

Segment	VA Route 625 (Waxpool Road) south to VA Route 772 (Ashburn Village Boulevard)
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Policy Area	Suburban (Ashburn)
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Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided and divided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

78. VA Route 643 - Shellhorn Road

Segment	VA Route 772 (Ashburn Village Boulevard) southeast to VA Route 1950 (Loudoun County Parkway)
Policy Area	Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

79. VA Route 643 Extended - Shellhorn Road

Segment	VA Route 1950 (Loudoun County Parkway) east to Greenway Loop Road (Barrister Street)
Policy Area	Suburban (Ashburn)

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

80. VA Route 643 - Sycolin Road

Segment	VA Route 659 (Belmont Ridge Road) northwest to Battlefield Parkway
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Policy Areas	Suburban (Ashburn), Transition, Leesburg JLMA, Town of Leesburg
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and urban collector. Four-lane divided (U4M) section between Tolbert Lane and Battlefield Parkway in Town of Leesburg. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at westernmost crossing of VA Route 267 (Dulles Greenway). Road to be realigned north of the Sycolin Creek bridge to accommodate planned runway extension at Leesburg Executive Airport. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

81. VA Route 643 - Sycolin Road

Segment	Battlefield Parkway north to VA Route 7/US Route 15 (Leesburg Bypass)
Policy Area	Town of Leesburg
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Bridge over VA Route 7/US Route 15 (Leesburg Bypass); existing intersection/at-grade access to/from bypass terminated. Left and right turn lanes required at major



intersections. Design speed determined by VDOT and Town of Leesburg.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

82. VA Route 645 - Croson Lane

Segment VA Route 659 (Belmont Ridge Road) east to Existing VA Route 772 (Old Ryan Road)

Policy Area Suburban (Ashburn)

Existing Condition

Existing Segment Approximately 1,400 feet west of VA Route 901 (Claiborne Parkway) east to Existing VA Route 772 (Old Ryan Road) (opposite Greenway Transit Connector)

Functional Class Local/Secondary Road

Lanes/Right of Way 2/Varies

Description U2. Local access undivided urban secondary road. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

83. VA Route 645 Extended - Westwind Drive

Segment VA Route 1950 (Loudoun County Parkway) (opposite Moorefield Boulevard) south to VA Route 606 (Old Ox Road)

Policy Area Suburban (Ashburn, Dulles)

Existing/Ultimate Condition

Existing Segment VA Route 1950 (Loudoun County Parkway) south to 1,000 feet south of State Street

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities



Description	U4M. Controlled access median divided urban collector. Bridge over Broad Run. Grade-separated interchange at VA Route 606 (Old Ox Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

84. VA Route 653 - Cochran Mill Road

Segment	Russell Branch Parkway southwest to Route 643 (Sycolin Road)
Policy Areas	Leesburg JLMA, Transition

Existing Condition

Functional Class	Local/Secondary Road
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban secondary road. Four-lane (U4) section between vicinity of future Trailview Boulevard intersection and just north of the W & OD Trail. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Segment between Sycolin Creek and Route 643 (Sycolin Road) to be realigned to avoid floodplain and will intersect Sycolin Road to the south of the existing Cochran Mill Road/Sycolin Road intersection. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

85. VA Route 653 Relocated - Crosstrail Boulevard

Segment	VA Route 7 (East Market Street) interchange (opposite VA Route 773 (River Creek Parkway)) southwest to the VA Route 267 (Dulles Greenway) interchange
Policy Areas	Town of Leesburg, Leesburg JLMA

Existing/Interim Condition

Existing Segments	VA Route 7 (East Market Street) interchange southwest to Russell Branch Parkway; VA Route 267 (Dulles Greenway) interchange (on Existing VA Route 653 (Shreve Mill Road))
Functional Class	Major Collector



Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

86. VA Route 653 Relocated - Crosstrail Boulevard

Segment	VA Route 267 (Dulles Greenway) interchange west to VA Route 621 (Evergreen Mills Road)
Policy Area	Rural
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Road to align with existing grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

87. VA Route 659 - Belmont Ridge Road

Segment	VA Route 2401 (Riverside Parkway) south to VA Route 7 (Harry Byrd Highway)
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Policy Area	Suburban (Ashburn)
Existing/Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
88. VA Route 659 - Belmont Ridge Road	
Segment	VA Route 7 (Harry Byrd Highway) south to VA Route 645 Croson Lane
Policy Area	Suburban (Ashburn)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Four-lane divided (U4M) section from just north of VA Route 642 (Hay Road) to VA Route 267 (Dulles Greenway) interchange and from VA Route 267 (Dulles Greenway) interchange to just south of Broadlands Boulevard. Design speed varies.
Ultimate Condition	
Functional Class	Minor Arterial



Lanes/Right of Way	4/150 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway and VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

88a. VA Route 659 – Belmont Ridge Road

Segment	VA Route 645 (Croson Lane) south to VA Route 659 Relocated (Northstar Boulevard)
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Policy Area	Suburban (Ashburn)
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Existing/Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/150 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



89. VA Route 659 - Belmont Ridge Road

Segment	VA Route 659 Relocated (Northstar Boulevard) south to VA Route 621 (Evergreen Mills Road)
Policy Area	Suburban (Ashburn, Dulles)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4/U4M. Local access undivided rural and urban collector and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section in Brambleton development south of VA Route 772 (Ryan Road). Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4/U4M. Controlled access undivided and divided urban collector. Four-lane undivided (U4) section north of VA Route 772 (Ryan Road); four-lane divided (U4M) section south of VA Route 772 (Ryan Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. Reclassified as a minor collector when VA Route 659 Relocated (Northstar Boulevard) is open to traffic south to US Route 50 (John Mosby Highway). 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



90. VA Route 659 - Gum Spring Road Relocated (VA Route 606 Extended / West Spine Road)

Segment	US Route 50 (John Mosby Highway) south to VA Route 2200 (Tall Cedars Parkway)
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Policy Area	Suburban (Dulles)
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Existing Condition

Functional Class	Major Collector
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Lanes/Right of Way	½ of a four-lane divided (U4M) section (northbound lanes); ROW varies – Additional ROW necessary for future southbound lanes.
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Description	½ of a U4M section. Road currently operates as one-lane, one-way northbound to eastbound US Route 50 (John Mosby Highway) only. Controlled access median divided urban collector. Intersection with US Route 50 (John Mosby Highway) opposite future Arcola Boulevard (approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 (John Mosby Highway) intersection). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at US Route 50 (John Mosby Highway). US Route 50 (John Mosby Highway) interchange to be located approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 (John Mosby Highway) intersection. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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91. VA Route 659 - Gum Spring Road (VA Route 606 Extended / West Spine Road)

Segment VA Route 2200 (Tall Cedars Parkway) south to VA Route 620 (Braddock Road)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

92. VA Route 659 - Gum Spring Road (VA Route 606 Extended / West Spine Road)

Segment VA Route 620 (Braddock Road) south to Prince William County Line

Policy Area Transition

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



93. VA Route 659 Relocated - Northstar Boulevard

Segment	VA Route 659 (Belmont Ridge Road) just south of future VA Route 645 (Croson Lane) intersection south to VA Route 620 (Braddock Road)
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Policy Areas	Suburban (Ashburn, Dulles), Transition
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Existing/Interim Condition

Existing Segment	VA Route 659 (Belmont Ridge Road) to south of VA Route 774 (Creighton Road) in Brambleton development
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Functional Class	Minor Arterial
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided (U4M) urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
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Ultimate Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
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Description	U6M. Controlled access median divided urban arterial. Grade-separated interchange at US Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 60 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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94. VA Route 659 Relocated - Northstar Boulevard

Segment	VA Route 620 (Braddock Road) south to Prince William County Line
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Policy Areas	Transition
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Ultimate Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	2/70 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
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Description	R2. Controlled access undivided rural arterial. Will follow portions of VA Route 705 (Lightridge Farm Road) alignment. Road to connect with an extension of the VA Route 234 Bypass in Prince William County. Left and right turn lanes required at all intersections. 60 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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95. VA Route 662 - Clarkes Gap Road

Segment	VA Route 9 (Charles Town Pike) north to VA Route 665 (High Street) in Village of Waterford
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Policy Area	Rural
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Existing Condition

Functional Class	Major Collector / Virginia Byway
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Lanes/Right of Way	2/Varies
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Description	R2. Local access undivided rural collector. Design speed varies.
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Ultimate Condition

Functional Class	Major Collector / Virginia Byway
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Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
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Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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96. VA Route 663 - Taylorstown Road

Segment	VA Route 665 (Loyalty Road) in Village of Taylorstown west to VA Route 663 (Downey Mill Road)/VA Route 668 (Taylorstown Road) intersection just west of Catoctin Creek bridge
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Policy Area	Rural
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Existing Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/Varies
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Description	R2. Local access undivided rural collector. Design speed varies.
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
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Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

97. VA Route 665 - High Street / Loyalty Road

Segment	VA Route 662 (Clarkes Gap Road/Factory Street) north and east through Village of Waterford to VA Route 666 (Browns Lane)
Policy Area	Rural
Existing Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

98. VA Route 665 - Loyalty Road

Segment	VA Route 666 (Browns Lane) just north of Village of Waterford north to VA Route 663 (Taylorstown Road) in Village of Taylorstown
Policy Area	Rural
Existing Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.



Ultimate Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

99. VA Route 668 - Taylorstown Road

Segment	VA Route 663 (Taylorstown Road/Downey Mill Road) just west of Catoctin Creek bridge in Village of Taylorstown north to VA Route 672 (Lovettsville Road)
Policy Area	Rural

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/ ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

100. VA Route 671 - Harpers Ferry Road

Segment	VA Route 9 (Charles Town Pike) north to US Route 340 (Jefferson Pike)
Policy Area	Rural



Existing Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

101. VA Route 672 - Lovettsville Road

Segment	US Route 15 (James Monroe Highway) west to VA Route 673 (Milltown Road) at Lovettsville Town Limits
Policy Area	Rural

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

102. VA Route 673 - Broad Way (Lovettsville)

Segment	Existing alignment in Town of Lovettsville
Policy Area	Town of Lovettsville

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes. Ultimate ROW width determined by Town of Lovettsville.
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed varies.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Lovettsville review.
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103. VA Route 673 / VA Route 681 - Milltown Road

Segment	VA Route 673 (East Broad Way)/VA Route 672 (Lovettsville Road) at Lovettsville Town Limits south to VA Route 698 (Old Wheatland Road) just west of the Village of Waterford
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Policy Area	Rural
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Existing Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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104. VA Route 673 / VA Route 690 - Irish Corner Road / Mountain Road

Segment	Lovettsville Town Limits west and south to VA Route 9 (Charles Town Pike)
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Policy Area	Rural
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Existing Condition

Functional Class	Major Collector / Virginia Byway (VA Route 690 segment only)
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector / Virginia Byway (VA Route 690 segment only)
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Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

105. VA Route 679 - Woodland Road

Segment	VA Route 637 (Cascades Parkway) west to VA Route 1902 (Atlantic Boulevard)
Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

106. VA Route 690 - Silcott Springs Road / 32nd Street South

Segment	VA Route 734 (Snickersville Turnpike) north to VA Route 7 Business (West Main Street)
Policy Areas	Rural, Purcellville JLMA, Town of Purcellville
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width within Town of Purcellville determined by Town.
Description	R2. Local access undivided rural collector. In Rural Policy Area, left and right turn lanes provided where required for safety. In JLMA and Town, left and right turn lanes recommended at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.



107. VA Route 690 - 23rd Street North / 21st Street North / Hillsboro Road

Segment VA Route 7 Business (West Main Street) north to VA Route 9 (Charles Town Pike)

Policy Areas Town of Purcellville, Purcellville JLMA, Rural

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/50 feet – Additional ROW may be needed for turn lanes. ROW width within Town of Purcellville determined by Town.

Description R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. Location of interchange to be determined by further study and in consultation with the Town of Purcellville and VDOT. In Town and JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT, Town of Purcellville and OTS.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.

108. VA Route 698 / VA Route 662 / VA Route 785 – Old Wheatland Road / 1st Street / Main Street (Waterford)

Segment VA Route 681 (Milltown Road) southeast through Village of Waterford to VA Route 665 (High Street)

Policy Area Rural

Existing Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/ROW subject to OTS review – Additional ROW may be needed for turn lanes



Description	R2. Local access undivided rural collector. Left and right turn provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

109. VA Route 704 - Harmony Church Road

Segment	US Route 15 (James Monroe Highway) west and north to VA Route 7 Business (East Colonial Highway)
Policy Areas	Rural, Hamilton JLMA, Town of Hamilton

Existing/Ultimate Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes. Ultimate ROW within Town of Hamilton determined by Town.
Description	R2. Local access undivided rural collector. In Rural Policy Area, left and right turn lanes provided where required for safety. In JLMA and Town, left and right turn lanes recommended at major intersections. Design speed varies. Any improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Hamilton subject to Town review.

110. VA Route 704 - Hamilton Station Road

Segment	VA Route 7 Business (East Colonial Highway) north and east to VA Route 662 (Clarkes Gap Road)
Policy Areas	Hamilton JLMA, Rural

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass. In JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

111. VA Route 719 - Greengarden Road / Airmont Road

Segment	VA Route 743 (Millville Road) north to VA Route 734 (Snickersville Turnpike)
Policy Area	Rural
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

112. VA Route 719 - Airmont Road / New Cut Road

Segment	VA Route 734 (Snickersville Turnpike) north to VA Route 7 Business (Loudoun Street)
Policy Areas	Rural, Town of Round Hill



Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width within Town of Round Hill determined by Town.
Description	R2. Local access undivided rural collector. Passes under VA Route 7 Bypass. In Rural Policy Area, left and right turn lanes provided where required for safety. In Town, left and right turn lanes recommended at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Round Hill subject to Town review.

113. VA Route 719 – Main Street / Woodgrove Road / Stony Point Road

Segment	VA Route 7 Business (Loudoun Street) north to VA Route 9 (Charles Town Pike)
Policy Areas	Town of Round Hill, Round Hill JLMA, Rural

Existing Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Round Hill determined by Town.
Description	R2. Local access undivided rural collector. In Town and JLMA, left right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed determined by VDOT, Town of Round Hill and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Round Hill subject to Town review.

114. VA Route 733 - Lime Kiln Road

Segment	US Route 15 (James Monroe Highway) west to VA Route 734 (Snickersville Turnpike)
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Policy Area	Rural
Existing/Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

115. VA Route 734 - Snickersville Turnpike

Segment	US Route 50 (John Mosby Highway) northwest to VA Route 7 (Harry Byrd Highway)
Policy Area	Rural
Existing/Ultimate Condition	
Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

116. VA Route 742 - Poland Road

Segment	VA Route 2201 (South Riding Boulevard) east and south to VA Route 2200 (Tall Cedars Parkway)
Policy Area	Suburban (Dulles)
Existing Condition	
Existing Segment	US Route 50 (John Mosby Highway) to VA Route 2200 (Tall Cedars Parkway)
Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector road. Design speed varies.



Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban secondary road. VA Route 742 will be realigned to connect with Defender Drive; existing VA Route 742 (Poland Road)/US Route 50 (John Mosby Highway) intersection will be closed and access to US Route 50 terminated when US Route 50 becomes limited access. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

117. VA Route 742 - Poland Road

Segment	VA Route 2200 (Tall Cedars Parkway) south and east to Fairfax County Line
Policy Area	Suburban (Dulles)

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural secondary road. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

118. VA Route 743 - Millville Road

Segment	VA Route 623 (Willisville Road) west to VA Route 719 (Greengarden Road)
Policy Area	Rural

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/Varies



Description	R2. Local access undivided rural collector. Design speed varies. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Segments of roadway located within/adjacent to Beaverdam Creek Historic Roadways District. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

119. VA Route 772 - Ashburn Village Boulevard

Segment	VA Route 640 (Farmwell Road) south to VA Route 267 (Dulles Greenway) interchange
Policy Area	Suburban (Ashburn)
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/120 feet
Description	U2/U4M. Controlled access undivided and median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Two-lane undivided (U2) section currently in place along portion of segment between VA Route 640 (Farmwell Road) and VA Route 625 (Waxpool Road); four-lane divided (U4M) section elsewhere. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



120. VA Route 772 Relocated - Mooreview Parkway

Segment	VA Route 267 (Dulles Greenway) interchange (opposite VA Route 772 (Ashburn Village Boulevard)) west and south to VA Route 1950 (Loudoun County Parkway)
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Policy Area	Suburban (Ashburn)
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Existing/Interim Condition

Existing Segments	VA Route 267 (Dulles Greenway) interchange to Amberleigh Farm Drive; Existing VA Route 772 (Old Ryan Road) to VA Route 1950 (Loudoun County Parkway)
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Functional Class	Major Collector
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). To be constructed as a four-lane divided (U4M) section from VA Route 645 (Croson Lane) south to Existing VA Route 772 (Old Ryan Road) to function as a six-lane divided (U6M) facility in tandem with Old Ryan Road. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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121. VA Route 772 - Ryan Road

Segment	VA Route 1950 (Loudoun County Parkway) west to VA Route 659 Relocated (Northstar Boulevard)
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Policy Area	Suburban (Ashburn, Dulles)
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Existing Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/120 feet
Description	R4M/U4M. Controlled access median divided rural and urban collector. 50 mph design speed.
Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
122. VA Route 772 - Ryan Road	
Segment	VA Route 659 Relocated (Northstar Boulevard) west to VA Route 621 (Evergreen Mills Road)
Policy Areas	Suburban (Dulles), Transition
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector road. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities



Description	R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

123. VA Route 773 - Edwards Ferry Road

Segment	US Route 15 (Leesburg Bypass) east to Battlefield Parkway
Policy Area	Town of Leesburg
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/Varies
Description	U4/U4M. Local access undivided and divided urban collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4/U4M. Local access median divided urban collector. Grade-separated interchange at US Route 15 (Leesburg Bypass). Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town review.

124. VA Route 773 - Edwards Ferry Road

Segment	Battlefield Parkway east to VA Route 773 (River Creek Parkway)
Policy Areas	Town of Leesburg, Leesburg JLMA
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/ROW subject to OTS and Town review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities



Description	R2. Local access undivided rural collector. Road will be studied for alternate typical sections in consultation with the Town of Leesburg and VDOT and with consideration of historic and scenic resources. Traffic calming measures should be considered for this road segment.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

125. VA Route 773 - River Creek Parkway

Segment	VA Route 773 (Edwards Ferry Road) south to Fort Evans Road/VA Route 2401 (Riverside Parkway)
Policy Area	Leesburg JLMA

Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

126. VA Route 773 - River Creek Parkway

Segment	Fort Evans Road/VA Route 2401 (Riverside Parkway) south to VA Route 7 (East Market Street) interchange (opposite VA Route 653 Relocated (Crosstrail Boulevard))
Policy Areas	Leesburg JLMA, Town of Leesburg

Existing/Interim Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (East Market Street). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (East Market Street). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

127. VA Route 774 - Creighton Road

Segment	VA Route 659 Relocated (Northstar Boulevard) east to VA Route 1950 (Loudoun County Parkway)
Policy Area	Suburban (Dulles)
Existing Condition	
Existing Segment	VA Route 659 Relocated (Northstar Boulevard) east to approximately 3,000 feet east of VA Route 659 (Belmont Ridge Road)
Functional Class	Local/Secondary Road
Lanes/Right of Way	4/Varies
Description	U4. Local access undivided urban secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

128. VA Route 775 - Relocation Drive

Segment	VA Route 606 (Old Ox Road) northeast to VA Route 1036 (Pacific Boulevard)
Policy Area	Suburban (Sterling)
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/70 feet



Description	R2. Local access undivided rural secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

129. VA Route 789 Extended - Lockridge Road

Segment	VA Route 606 (Old Ox Road) northwest over Broad Run to VA Route 625 (Waxpool Road)
Policy Area	Suburban (Sterling, Ashburn)
Existing Condition	
Existing Segment	VA Route 606 (Old Ox Road) northwest to VA Route 1071 (Prentice Drive)
Functional Class	Major Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4. Local access undivided rural and urban collector road. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Access road for planned Route 606 Metrorail station. Future alignment study to determine location of new road segment. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

130. VA Route 846 Extended - Sterling Boulevard

Segment	VA Route 1036 (Pacific Boulevard) east to VA Route 28 (Sully Road) interchange
Policy Area	Suburban (Sterling)



Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

131. VA Route 846 - Sterling Boulevard

Segment	VA Route 28 (Sully Road) interchange northeast to VA Route 868 (Davis Drive)
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/110 feet
Description	U4M. Controlled access median divided urban arterial. Median crossover spacing varies. 40 mph design speed.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Median crossovers will not increase from Existing Condition. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

132. VA Route 846 - Sterling Boulevard

Segment	VA Route 868 (Davis Drive) northeast to VA Route 7 (Harry Byrd Highway)
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/Varies



Description	U4M. Controlled access median divided urban arterial. Local service roads east and west of main roadway in some locations. Median crossover spacing varies. 40 mph design speed.
Ultimate Condition	
Functional Class	Minor Arterial
Lanes/Right of Way	4/ROW subject to OTS review – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban arterial. Local service roads east and west of main roadway in some locations. Median crossovers will not increase from Existing Condition. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

133. VA Route 864 - Glenn Drive

Segment	VA Route 846 (Sterling Boulevard) north to VA Route 634 Extended (Moran Road)
Policy Area	Suburban (Sterling)
Existing Condition	
Existing Segment	VA Route 846 (Sterling Boulevard) north to approximately 400 feet north of First Potomac Drive
Functional Class	Local/Secondary Road
Lanes/Right of Way	4/70 feet
Description	U4. Local access undivided urban secondary road. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector road. Road extended from current northern terminus to Route 634 Extended (Moran Road). Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

134. VA Route 868 - Davis Drive (VA Route 28 East Collector Road)

Segment	VA Route 606 (Old Ox Road) north to VA Route 625 (Church Road)
Policy Area	Suburban (Sterling)



Existing/Ultimate Condition

Existing Segment	Yeager Court (approximately 3,300 feet south of VA Route 846 (Sterling Boulevard)) north to VA Route 625 (Church Road)
Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. Refer to Note G on the CTP Map for additional information regarding this roadway.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

135. VA Route 900 - Ashburn Farm Parkway

Segment	VA Route 641 (Ashburn Road) at VA Route 640 (Farmwell Road) west to VA Route 659 (Belmont Ridge Road) (opposite VA Route 643 (Sycolin Road))
Policy Area	Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

136. VA Route 901 - Claiborne Parkway

Segment	VA Route 7 (Harry Byrd Highway) interchange (opposite VA Route 2400 (Lansdowne Boulevard)) south to VA Route 1950 (Loudoun County Parkway)
Policy Area	Suburban (Ashburn, Dulles)

Existing/ Ultimate Condition

Existing Segments	VA Route 7 (Harry Byrd Highway) interchange to VA Route 645 (Croson Lane); VA Route 772 (Ryan Road) to VA Route 1950 (Loudoun County Parkway)
Functional Class	Major Collector



Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 7 (Harry Byrd Highway) and at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

137. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	VA Route 606 (Old Ox Road) north to VA Route 625 (Waxpool Road)
Policy Area	Suburban (Sterling)
Existing Condition	
Existing Segments	VA Route 606 (Old Ox Road) to VA Route 775 (Relocation Drive); Dresden Street to VA Route 625 (Waxpool Road)
Functional Class	Major Collector
Lanes/Right of Way	2-4/110 feet
Description	U2/U4M. Controlled access undivided and median divided urban collector. Two-lane (U2) section between VA Route 846 (Sterling Boulevard) and VA Route 775 (Relocation Drive); four-lane divided (U4M) section elsewhere. 40 mph design speed.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

138. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	VA Route 625 (Waxpool Road) north to VA Route 1748 (Severn Way)
Policy Area	Suburban (Sterling)
Existing/Ultimate Condition	
Functional Class	Major Collector



Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

139. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	VA Route 1748 (Severn Way) north to VA Route 1793 (Nokes Boulevard) / VA Route 2150 (Gloucester Parkway)
Policy Area	Suburban (Sterling)

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2-4/70 feet
Description	U2/U4. Local access undivided urban collector. Currently four-lane (U4) section from VA Route 1748 (Severn Way) to a point approximately 700 feet north; two-lane (U2) section elsewhere. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

140. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	VA Route 1793 (Nokes Boulevard) / VA Route 2150 (Gloucester Parkway) north to Broad Run
Policy Area	Suburban (Sterling)

Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

141. VA Route 1036 - Pacific Boulevard (VA Route 28 West Collector Road)

Segment	Broad Run west to VA Route 1061 (Russell Branch Parkway)
Policy Area	Suburban (Ashburn)
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

142. VA Route 1050 - George Washington Boulevard (VA Route 7 North Collector Road) (Potential Future Riverside Parkway)

Segment	VA Route 1052 (Riverside Parkway) west to VA Route 607 (Loudoun County Parkway) in University Center
Policy Area	Suburban (Ashburn)
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



143. VA Route 1052 - Riverside Parkway (Existing Alignment)

Segment	VA Route 1061 (Russell Branch Parkway) north and west to Broad Vista Terrace
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Policy Area	Suburban (Ashburn)
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Existing/Interim Condition

Existing Segment	Bridgefield Way/Research Place to Broad Vista Terrace
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Functional Class	Minor Collector
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Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4. Local access undivided urban collector. Bridge over VA Route 7 (Harry Byrd Highway) between the VA Route 28 and the Loudoun County Parkway (VA Route 607) interchanges. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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144. VA Route 1061 - Russell Branch Parkway (VA Route 7 South Collector Road)

Segment	VA Route 1036 (Pacific Boulevard) west to VA Route 901 (Claiborne Parkway)
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Policy Area	Suburban (Ashburn)
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Existing/Interim Condition

Existing Segments	Approximately 700 feet east of VA Route 1060 (Richfield Way / Waverly Court) to VA Route 2020 (Ashburn Village Boulevard); VA Route 641 (Ashburn Road) to VA Route 901 (Claiborne Parkway)
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Functional Class	Major Collector
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing
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	requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

145. VA Route 1061 - Russell Branch Parkway (VA Route 7 South Collector Road)

Segment	VA Route 901 (Claiborne Parkway) west over Goose Creek to VA Route 653 (Cochran Mill Road)
Policy Area	Suburban (Ashburn), Leesburg JLMA

Existing/Ultimate Condition

Existing Segment	VA Route 901 (Claiborne Parkway) to 2,000 feet west of Tournament Parkway
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

146. VA Route 1320 - Evening Star Drive (Round Hill North Collector Road)

Segment	VA Route 7 Business (East Loudoun Street) north and west to VA Route 719 (Woodgrove Road)
Policy Area	Town of Round Hill, Round Hill JLMA

Existing Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/90 feet



Description	U2. Local access undivided urban collector. Design speed varies.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Round Hill subject to Town review.

147. VA Route 1320 - Evening Star Drive (Round Hill North Collector Road)

Segment	VA Route 719 (Woodgrove Road) west and south to VA Route 7 (Harry Byrd Highway) just west of VA Route 7 Business (West Loudoun Street) intersection
Policy Area	Round Hill JLMA, Rural
Existing/Ultimate Condition	
Existing Segment	VA Route 719 (Woodgrove Road) to VA Route 1319 (Lee Drive); from approximately 500 feet north to approximately 1,000 feet south of VA Route 1311 (Pickett Road)
Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. Grade-separated interchange at VA Route 7 Bypass (Harry Byrd Highway)/VA Route 1320 (Evening Star Drive) (west of Round Hill). Location of the western Round Hill interchange to be determined by further study and in consultation with the Town of Round Hill. In JLMA, left and right turn lanes recommended at major intersections. In Rural Policy Area, left and right turn lanes provided where required for safety. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

148. VA Route 1345 - City Center Boulevard

Segment	VA Route 1793 (Nokes Boulevard) north to VA Route 7 (Harry Byrd Highway) (opposite VA Route 1570 (Countryside Boulevard))
Policy Area	Suburban (Sterling)



Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

149. VA Route 1570 - Countryside Boulevard

Segment	VA Route 7 (Harry Byrd Highway) north and west to VA Route 1582 (Algonkian Parkway)
Policy Area	Suburban (Potomac)

Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

150. VA Route 1582 - Algonkian Parkway

Segment	VA Route 7 (Harry Byrd Highway) interchange (opposite VA Route 1902 (Atlantic Boulevard)) north and east to VA Route 1825 (Cedarhurst Drive) (opposite Potomac Falls High School entrance)
Policy Area	Suburban (Potomac)

Existing/Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided rural arterial. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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151. VA Route 1582 - Algonkian Parkway

Segment	VA Route 1825 (Cedarhurst Drive) (opposite Potomac Falls High School entrance) east and south to Fairfax County Line
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Policy Area	Suburban (Potomac)
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Existing/Ultimate Condition

Functional Class	Minor Arterial
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided urban arterial. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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152. VA Route 1793 - Nokes Boulevard

Segment	VA Routes 637/1794 (Cascades Parkway) (opposite VA Route 637 (Potomac View Road)) west to VA Route 1902 (Atlantic Boulevard)
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Policy Area	Suburban (Sterling)
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Existing/Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/110 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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153. VA Route 1793 - Nokes Boulevard

Segment	VA Route 1902 (Atlantic Boulevard) west to VA Route 28 (Sully Road) interchange
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Policy Area	Suburban (Sterling)
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Existing/Interim Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and interchange(s)
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s)
Description	U6M. Limited access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
154. VA Route 1793 / VA Route 2150 - Nokes Boulevard / Gloucester Parkway	
Segment	VA Route 28 (Sully Road) interchange west to VA Route 607 (Loudoun County Parkway)
Policy Area	Suburban (Sterling, Ashburn)
Existing/Interim Condition	
Existing Segment	VA Route 28 (Sully Road) interchange to VA Route 1036 (Pacific Boulevard)
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and interchange(s)
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and interchange(s)
Description	U6M. Limited access median divided urban collector. Grade-separated interchange at VA Route 28 (Sully Road). Left and right turn lanes required at all intersections. 45 mph design speed.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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155. VA Route 1794 - Cascades Parkway

Segment	VA Route 637 (Potomac View Road) at VA Route 1793 (Nokes Boulevard) north to VA Route 1582 (Algonkian Parkway)
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Policy Area	Suburban (Sterling, Potomac)
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Existing/Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

156. VA Route 1795 - Palisade Parkway

Segment	VA Route 7 (Harry Byrd Highway) north and east to VA Route 637 (Potomac View Road)
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Policy Area	Suburban (Potomac)
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Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

157. VA Route 1902 - Atlantic Boulevard (VA Route 28 East Collector Road)

Segment	VA Route 625 (Church Road) north to VA Route 7 (Harry Byrd Highway) interchange (opposite VA Route 1582 (Algonkian Parkway))
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Policy Area	Suburban (Sterling)
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Existing/Ultimate Condition

Existing Segment	VA Route 1525 (Magnolia Road) to VA Route 7 (Harry Byrd Highway) interchange
Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

158. VA Route 1950 - Loudoun County Parkway

Segment	VA Route 625 (Waxpool Road) south to VA Route 267 (Dulles Greenway) interchange
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Functional Class	Minor Arterial
Lanes/Right of Way	4-6/120 feet
Description	U4M/U6M. Local access median divided urban arterial. Grade-separated interchange at VA Route 267 (Dulles Greenway). Four-lane divided (U4M) section between VA Route 643 (Shellhorn Road) and VA Route 267 (Dulles Greenway). Design Speed Varies.

Ultimate Condition

Functional Class	Minor Arterial
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Local access median divided urban arterial. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

159. VA Route 1950 - Loudoun County Parkway

Segment	VA Route 267 (Dulles Greenway) interchange west and south to VA Route 606 (Old Ox Road) (near existing VA Route 842 (Arcola Road/future Arcola Boulevard)/VA Route 606 (Old Ox Road) intersection)
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Policy Area	Suburban (Ashburn, Dulles)
Existing/Interim Condition	
Existing Segment	VA Route 267 (Dulles Greenway) interchange south to approximately 2,800 feet south of VA Route 901 (Claiborne Parkway)
Functional Class	Minor Arterial
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes
Description	U4M. Controlled access median divided urban arterial. Grade-separated interchange at VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Principal Arterial
Lanes/Right of Way	6/200 feet – Additional ROW may be needed for interchange(s), turn lanes, and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban arterial. Grade-separated interchanges at VA Route 267 (Dulles Greenway) and at VA Route 606 (Old Ox Road). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
160. VA Route 2020 Extended – Janelia Farm Boulevard	
Segment	VA Route 2401 (Riverside Parkway) south to VA Route 7 (Harry Byrd Highway)
Policy Area	Suburban (Ashburn)
Existing/Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

161. VA Route 2020 - Ashburn Village Boulevard

Segment	VA Route 7 (Harry Byrd Highway) south to VA Route 640 (Farmwell Road)
Policy Area	Suburban (Ashburn)

Existing/Interim Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	R4M. Controlled access median divided rural collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

162. VA Route 2150 - Gloucester Parkway

Segment	VA Route 607 (Loudoun County Parkway) west to VA Route 659 (Belmont Ridge Road) (opposite Trailview Boulevard)
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Policy Area	Suburban (Sterling, Ashburn)
Existing/Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
163. VA Route 2200 - Tall Cedars Parkway (US Route 50 South Collector Road)	
Segment	US Route 50 (John Mosby Highway) (opposite VA Route 639 Relocated (Willard Road)) south and west to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Dulles)
Existing/Interim Condition	
Existing Segments	US Route 50 (John Mosby Highway) to Riding Center Drive; Existing VA Route 659 (Gum Spring Road) to future VA Route 659 Relocated (Northstar Boulevard)
Functional Class	Major Collector
Lanes/Right of Way	4 120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Grade-separated interchange at US Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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164. VA Route 2200 - Tall Cedars Parkway (US Route 50 South Collector Road)

Segment	VA Route 659 Relocated (Northstar Boulevard) west to Lenah Loop Road
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Policy Area	Transition
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	R2. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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165. VA Route 2201 - South Riding Boulevard

Segment	Quarry Road (US Route 50 North Collector Road) south to VA Route 742 Extended (Defender Drive/Poland Road)
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Policy Area	Suburban (Dulles)
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Existing Condition

Existing Segment	US Route 50 (John Mosby Highway) to Defender Drive
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Functional Class	Minor Collector
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Lanes/Right of Way	4/120 feet
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Description	U4M. Controlled access median divided urban collector. 40 mph design speed.
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
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Description	U6M. Controlled access median divided urban collector. Grade-separated interchange at Route 50 (John Mosby Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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166. VA Route 2201 - South Riding Boulevard

Segment VA Route 742 Extended (Defender Drive/Poland Road) south to VA Route 2200 (Tall Cedars Parkway)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

167. VA Route 2237 - Edgewater Street

Segment VA Route 2200 (Tall Cedars Parkway) south to VA Route 742 (Poland Road)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

168. VA Route 2237 - Edgewater Street

Segment VA Route 742 (Poland Road) south and west to VA Route 606 (Loudoun County Parkway)

Policy Area Suburban (Dulles)

Existing/Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. A short segment just south of VA Route 742 (Poland Road) is built as a two-lane (R2)



section and will remain as such. Left and right turn lanes required at major intersections. 30 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

169. VA Route 2400 - Lansdowne Boulevard

Segment VA Route 2401 (Riverside Parkway) south to VA Route 7 (Harry Byrd Highway) interchange

Policy Area Suburban (Ashburn)

Existing/Interim Condition

Functional Class Major Collector

Lanes/Right of Way 4-6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U4M/U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 6/120 feet – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities

Description U6M. Controlled access median divided urban collector. Grade-separated interchange at VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

170. VA Route 2401 - Riverside Parkway (VA Route 7 North Collector Road)

Segment VA Route 7 (Harry Byrd Highway) at Lexington Drive west to VA Route 659 (Belmont Ridge Road/Upper Belmont Place)

Policy Area Suburban (Ashburn)

Existing/Interim Condition

Existing Segments VA Route 7 (Harry Byrd Highway) at Lexington Drive to west of VA Route 823 (Smith Circle); VA Route 2020 Extended (Janelia Farm



	Boulevard) west to VA Route 659 (Belmont Ridge Road/Upper Belmont Place)
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Future alignment study to determine location of new road segment in the vicinity of Lexington Drive, with the potential for a revised alignment to divert south across the proposed Lexington Drive bridge over VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
171. VA Route 2401 - Riverside Parkway (VA Route 7 North Collector Road)	
Segment	VA Route 659 (Belmont Ridge Road/Upper Belmont Place) west to Fort Evans Road/VA Route 773 (River Creek Parkway)
Policy Area	Suburban (Ashburn), Leesburg JLMA
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2-4/120 feet
Description	U2/U4M. Controlled access undivided and median divided urban collector. Two-lane (U2) section between Goose Creek bridge and VA Route 773 (River Creek Parkway); four-lane divided (U4M) section elsewhere. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities



Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

172. VA Route 2700 - Augusta Drive

Segment	VA Route 7 (Harry Byrd Highway) north to Maple Leaf Place (VA Route 7 North Collector Road)
Policy Area	Suburban (Potomac)

Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

173. Airport Area Connector

Segment	Battlefield Parkway south to VA Route 653 Relocated (Crosstrail Boulevard) just east of VA Route 267 (Dulles Greenway)
Policy Area	Town of Leesburg, Leesburg JLMA

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Local access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

174. Arcola Boulevard (VA Route 606 Extended / West Spine Road)

Segment	VA Route 606 (Old Ox Road) and VA Route 1950 (Loudoun County Parkway) (near existing VA Route 842 (Arcola Road)/VA Route 606 (Old Ox Road) intersection) south and west to US Route 50 (John Mosby Highway)
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Policy Area	Suburban (Dulles)
Existing Condition	
Existing Segment	VA Route 842 (Arcola Road) from VA Route 606 (Old Ox Road) south and west to VA Route 621 (Evergreen Mills Road)
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.
Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Intersection with US Route 50 (John Mosby Highway) opposite Gum Spring Road Relocated (approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 intersection). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Grade-separated interchanges at VA Route 1950 (Loudoun County Parkway) and at US Route 50 (John Mosby Highway). US Route 50 interchange to be located approximately 1,000 feet east of the Existing VA Route 659 (Gum Spring Road)/US Route 50 intersection. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
175. Battlefield Parkway	
Segment	US Route 15 (Leesburg Bypass) east and south to Fort Evans Road
Policy Area	Town of Leesburg



Existing/Ultimate Condition

Existing Segment	US Route 15 (Leesburg Bypass) to VA Route 773 (Edwards Ferry Road)
Functional Class	Determined by Town of Leesburg
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Local access median divided urban collector. Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

176. Battlefield Parkway

Segment	Fort Evans Road south and west to US Route 15 (South King Street) (opposite Meade Drive)
Policy Area	Town of Leesburg

Existing Condition

Existing Segment	Fort Evans Road to VA Route 621 (Evergreen Mills Road)
Functional Class	Determined by Town of Leesburg
Lanes/Right of Way	2-4/Varies
Description	U2/U4M. Local access undivided and median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Two-lane (U2) section between VA Route 267 (Dulles Greenway) interchange and VA Route 621 (Evergreen Mills Road); four-lane divided (U4M) section elsewhere. Design speed varies.

Interim Condition

Functional Class	Determined by Town of Leesburg
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U4M. Local access median divided urban collector. Grade-separated interchange at VA Route 267 (Dulles Greenway). Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

Ultimate Condition

Functional Class	Determined by Town of Leesburg
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Lanes/Right of Way	6/ROW determined by Town of Leesburg – Additional ROW may be needed for interchange(s), turn lanes and bicycle/pedestrian facilities
Description	U6M. Local access median divided urban collector. Grade-separated interchange at VA Route 7 (East Market Street) and at VA Route 267 (Dulles Greenway). Left and right turn lanes required at all intersections. Median crossover spacing and design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

177. Claude Moore Avenue

Segment	Existing VA Route 772 (Old Ryan Road) (opposite Wynridge Drive) to VA Route 1950 (Loudoun County Parkway)
Policy Area	Suburban (Ashburn)
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	3-4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U3/U4. U3 section between Existing VA Route 772 (Old Ryan Road) and Centergate Drive; U4 section between Centergate Drive and VA Route 1950 (Loudoun County Parkway). Local access undivided urban collector. Left and right turn lanes required at major intersections. 20 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

178. Centergate Drive

Segment	Claude Moore Avenue to Moorefield Boulevard
Policy Area	Suburban (Ashburn)
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	3/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U3. Local access undivided urban collector. Left and right turn lanes required at major intersections. 20 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.



179. East Gate View Drive

Segment VA Route 609 (Pleasant Valley Road) west to VA Route 2200 (Tall Cedars Parkway)

Policy Area Suburban (Dulles)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

180. Faulkner Parkway (Ryan Bypass) / Broadlands Boulevard

Segment VA Route 625 (Waxpool Road) northwest to VA Route 659 (Belmont Ridge Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Passes under VA Route 267 (Dulles Greenway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

181. Foley Branch Boulevard (formerly Dulles South Boulevard)

Segment VA Route 606 (Loudoun County Parkway) (approximately 2,300 feet south of VA Route 620 (Braddock Road)) west to VA Route 659 Relocated (Northstar Boulevard) (approximately 2,000 feet north of the Prince William County Line)

Policy Area Transition

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities



Description	R4M. Controlled access median divided rural collector. Desirable media crossover spacing 700 feet. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

182. Fort Evans Road

Segment	VA Route 773 (River Creek Parkway) (opposite VA Route 2401 (Riverside Parkway)) west to Battlefield Parkway
Policy Area	Town of Leesburg, Leesburg JLMA
Existing Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2-4/Varies
Description	R2/U4M. Local access undivided rural and median divided urban collector. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Local access median divided urban collector. Left and right turn lanes required at major intersections. Design speed determined by VDOT and Town of Leesburg.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

183. Glascock Boulevard (US Route 50 North Collector Road)

Segment	VA Route 606 (Loudoun County Parkway) west to VA Route 659 Relocated (Northstar Boulevard)
Policy Area	Suburban (Dulles)
Interim Condition	
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.



Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

184. Glascock Boulevard (US Route 50 North Collector Road)

Segment	VA Route 659 Relocated (Northstar Boulevard) west to Lenah Loop Road
Policy Areas	Suburban (Dulles), Transition

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	R2. Local access undivided rural collector. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

185. Greenway East-West Connector (Wynridge Drive)

Segment	VA Route 901 (Claiborne Parkway) east to Existing VA Route 772 (Old Ryan Road) (opposite Claude Moore Avenue)
Policy Area	Suburban (Ashburn)

Existing/Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing



requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

186. Greenway Loop Road (Centergate Drive / Barrister Street)

Segment Moorefield Boulevard east and north to VA Route 643 Extended (Shellhorn Road)

Policy Area Suburban (Ashburn)

Existing/Ultimate Condition

Existing Segment Approximately 1,000 feet west of VA Route 1950 (Loudoun County Parkway) to State Street

Functional Class Minor Collector

Lanes/Right of Way 4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4. Local access undivided urban collector. Grade-separated crossing of VA Route 267 (Dulles Greenway). Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

187. Greenway Loop Road (Barrister Street)

Segment VA Route 643 Extended (Shellhorn Road) north to VA Route 789 Extended (Lockridge Road)

Policy Area Suburban (Ashburn)

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

188. Greenway Transit Connector

Segment Existing VA Route 772 (Old Ryan Road) (opposite VA Route 645 (Croson Lane)) northeast over VA Route 267 (Dulles Greenway) to VA Route 643 (Shellhorn Road)



Policy Area	Suburban (Ashburn)
Existing Condition	
Existing Segment	VA Route 643 (Shellhorn Road) to a point approximately 1,000 feet southwest
Functional Class	Local/Secondary Road
Lanes/Right of Way	4/70 feet
Description	U4. Local access undivided urban secondary road. 40 mph design speed.
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Bridge over VA Route 267 (Dulles Greenway). Access road for planned Route 772 Metrorail station. Left and right turn lanes required at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

189. Greenwood Drive (Round Hill)

Segment	VA Route 719 (Main Street/Woodgrove Road) east to VA Route 1320 (Evening Star Drive)
Policy Area	Round Hill JLMA
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities.
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT, Town of Round Hill and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

190. High Street Extended (Round Hill)

Segment	VA Route 719 (Main Street) west and south to VA Route 7 Business (West Loudoun Street)
Policy Area	Town of Round Hill, Round Hill JLMA



Existing Condition

Existing Segment	VA Route 719 (Main Street) to a point approximately 1,000 feet west
Functional Class	Local/Secondary Road
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural secondary road. Design speed varies.

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Round Hill determined by Town.
Description	R2. Local access undivided rural collector. Left and right turn lanes recommended at major intersections. Design speed determined by VDOT, Town of Round Hill and OTS.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Round Hill subject to Town review.

191. Hope Parkway

Segment	Battlefield Parkway north and east to VA Route 643 (Sycolin Road)
Policy Area	Town of Leesburg

Existing/Ultimate Condition

Functional Class	Determined by Town of Leesburg
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

192. Kincaid Boulevard Extended

Segment	Battlefield Parkway south to VA Route 653 Relocated (Crosstrail Boulevard)
Policy Area	Town of Leesburg, Leesburg JLMA

Existing/Ultimate Condition

Existing Segment	Battlefield Parkway to Rhonda Place
Functional Class	Minor Collector



Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

193. Lenah Loop Road

Segment	VA Route 621 (Evergreen Mills Road) south to Glascock Boulevard (US Route 50 North Collector Road)
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Policy Area	Transition
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	R2. Local access undivided rural collector. May incorporate portions of existing VA Route 616 (Fleetwood Road) alignment. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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194. Lenah Loop Road

Segment	Glascock Boulevard (US Route 50 North Collector Road) south to VA Route 2200 (Tall Cedars Parkway) (US Route 50 South Collector Road)
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Policy Area	Transition
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4. Local access undivided urban collector. May incorporate portions of existing VA Route 600 (Lenah Road) alignment. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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195. Lenah Loop Road

Segment VA Route 2200 (Tall Cedars Parkway) south and east VA Route 659 Relocated (Northstar Boulevard)

Policy Area Transition

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 2/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R2. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

196. Lexington Drive

Segment VA Route 1061 (Russell Branch Parkway) (VA Route 7 South Collector Road) north to VA Route 2401 (Riverside Parkway) (VA Route 7 North Collector Road)

Policy Area Suburban (Ashburn)

Existing Condition

Existing Segment Atwater Drive north to VA Route 7 (Harry Byrd Highway)

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet

Description U4M. Controlled access median divided urban collector. 40 mph design speed.

Ultimate Condition

Functional Class Minor Collector

Lanes/Right of Way 4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description U4M. Controlled access median divided urban collector. Bridge over VA Route 7 (Harry Byrd Highway). Future alignment study to determine location of new road segments and bridge. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

197. Maple Leaf Place / Jennings Farm Drive (VA Route 7 North Collector Road)

Segment VA Route 2700 (Augusta Drive) east to VA Route 821 (Lakeland Drive)



Policy Area	Suburban (Potomac)
Existing/Ultimate Condition	
Existing Segments	Maple Leaf Place – VA Route 2700 (Augusta Drive) east to just beyond Tamarack Ridge Square; Jennings Farm Drive – VA Route 821 (Cedar Drive) east to VA Route 821 (Lakeland Drive)
Functional Class	Minor Collector
Lanes/Right of Way	2/50 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U2. Local access undivided urban collector. ROW reservation in place for future connection of existing segments. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

198. Miller Drive

Segment	Hope Parkway east and south to VA Route 643 (Sycolin Road)
Policy Area	Town of Leesburg
Existing/Ultimate Condition	
Existing Segments	Hope Parkway to Tolbert Lane; Blue Seal Drive to VA Route 643 (Sycolin Road)
Functional Class	Determined by Town of Leesburg
Lanes/Right of Way	4/ROW determined by Town of Leesburg – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Design speed varies.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

199. Miller Drive

Segment	VA Route 643 (Sycolin Road) west to Kincaid Boulevard Extended
Policy Area	Town of Leesburg, Leesburg JLMA
Ultimate Condition	
Functional Class	Minor Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.



Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.

200. Moorefield Boulevard

Segment	VA Route 772 Relocated (Mooreview Parkway) (opposite Dulles Greenway Eastbound Off-Ramp) southeast to VA Route 1950 (Loudoun County Parkway) (opposite VA Route 645 Extended (Westwind Drive))
Policy Area	Suburban (Ashburn)

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	3-4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U3/U4. U3 section between Beth Street and Centergate Drive; U4 section between VA Route 772 Relocated (Mooreview Parkway) and Beth Street, and between Centergate Drive and VA Route 1950 (Loudoun County Parkway). Left and right turn lanes required at major intersections. 20 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

201. Purcellville VA Route 7 North Collector Road

Segment	Eastern Purcellville JLMA Boundary (east of VA Route 287 (Berlin Turnpike)) west to VA Route 690 (Hillsboro Road)
Policy Area	Purcellville JLMA, Town of Purcellville

Ultimate Condition

Functional Class	Minor Collector
Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Purcellville determined by Town.
Description	U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.



202. Purcellville South Collector Road (“A” Street)

Segment	VA Route 7 Business (East Main Street) (opposite VA Route 287 (Berlin Turnpike)) south and west to VA Route 690 (32nd Street South)
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Policy Area	Town of Purcellville, Purcellville JLMA
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Existing/Ultimate Condition

Existing Segments	Approximately 1,800 feet south of VA Route 7 Business (East Main Street) to VA Route 690 (32nd Street South)
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Functional Class	Minor Collector
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Lanes/Right of Way	2/Varies – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. Ultimate ROW width determined by Town of Purcellville.
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Description	U2. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Purcellville subject to Town review.
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203. Quarry Road (US Route 50 North Collector Road)

Segment	VA Route 609 (Pleasant Valley Road) west to VA Route 2201 (South Riding Boulevard)
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Policy Area	Suburban (Dulles)
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Ultimate Condition

Functional Class	Major Collector
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Lanes/Right of Way	4/70 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
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Description	U4. Controlled access median divided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.
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Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.
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204. Russell Branch Parkway (Leesburg)

Segment	VA Route 653 (Cochran Mill Road) west to Trailview Boulevard
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Policy Area	Leesburg JLMA, Town of Leesburg
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Ultimate Condition

Functional Class	Minor Collector
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Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4. Local access undivided urban collector. Left and right turn lanes recommended at major intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities subject to Town of Leesburg review.

205. Trailview Boulevard

Segment	VA Route 659 (Belmont Ridge Road) (opposite VA Route 2150 (Gloucester Parkway)) west over Goose Creek to Lawson Road
Policy Area	Suburban (Ashburn), Leesburg JLMA, Town of Leesburg
Existing/Ultimate Condition	
Existing Segment	Approximately 800 feet east of Cardinal Park Drive west to Lawson Road
Functional Class	Major Collector
Lanes/Right of Way	4/90 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities. ROW width within Town of Leesburg determined by Town.
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 45 mph design speed. The Town of Leesburg has proposed an amendment to the Town Plan to remove the segment of Trailview Boulevard between Battlefield Parkway and Keystone Drive.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements; bicycle and pedestrian facilities within Town of Leesburg subject to Town review.



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